

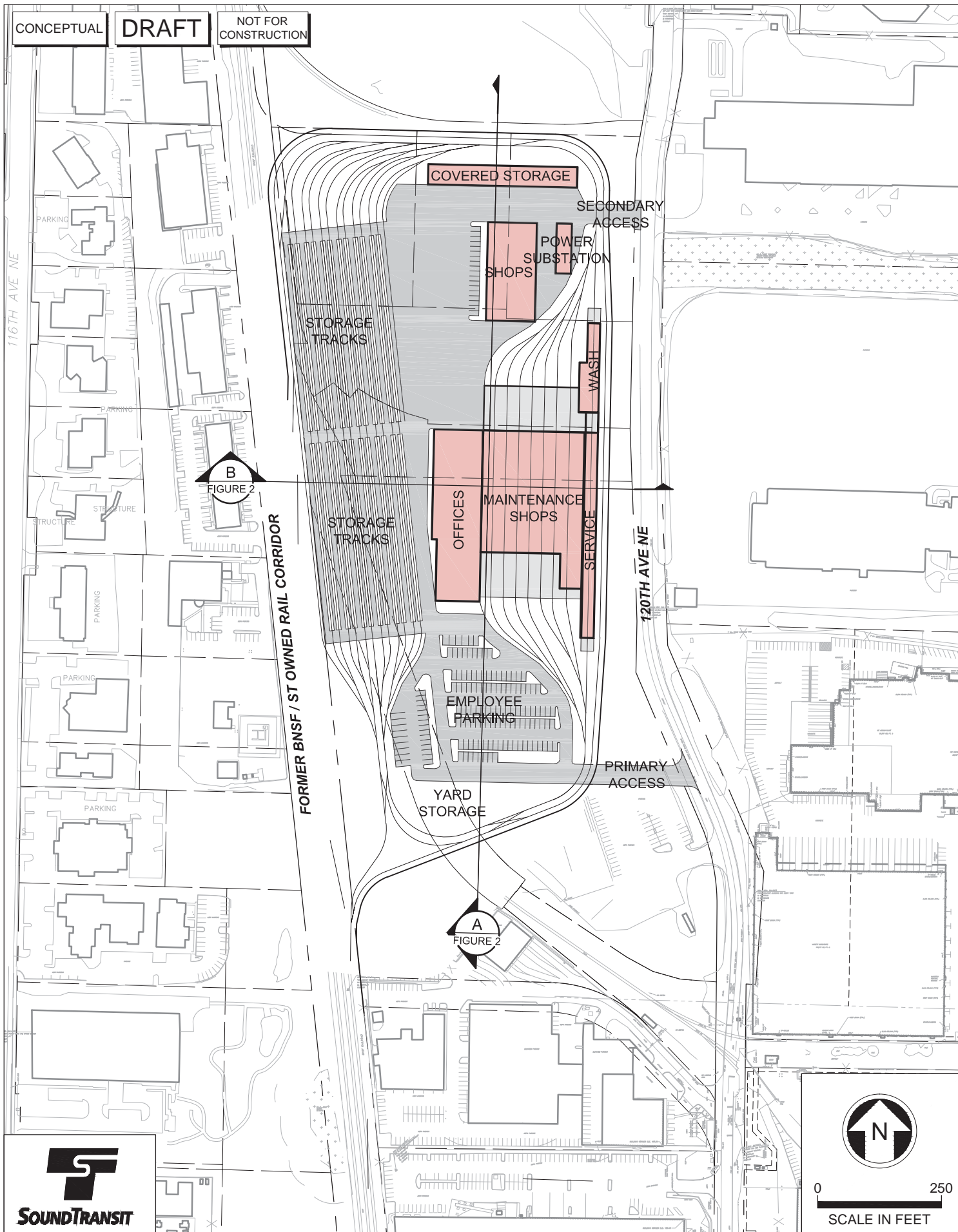
Appendix G

Conceptual Plans

CONCEPTUAL

DRAFT

NOT FOR
CONSTRUCTION



HUITT-ZOLLARS

PREFERRED ALTERNATIVE (BNSF)
SITE PLAN



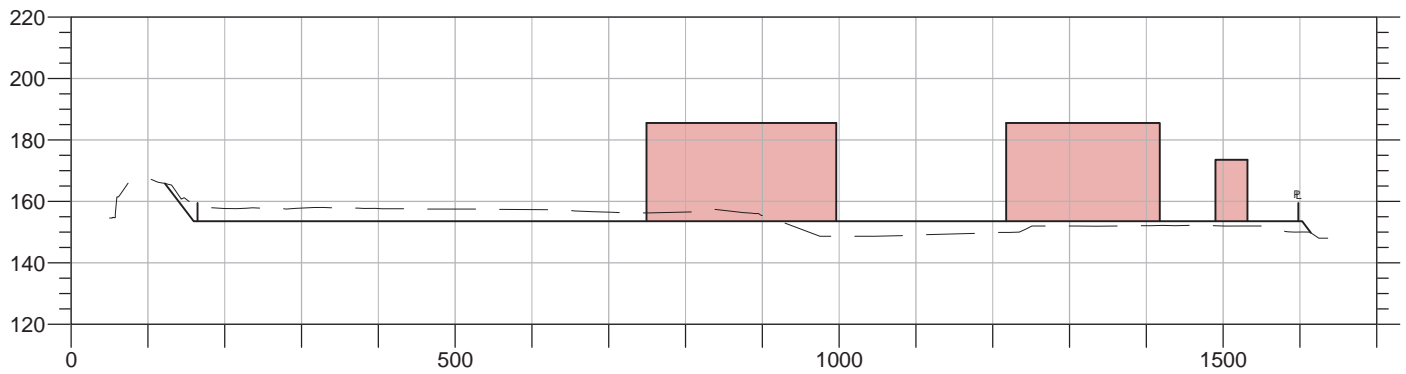
0 250
SCALE IN FEET

FIGURE
1

CONCEPTUAL

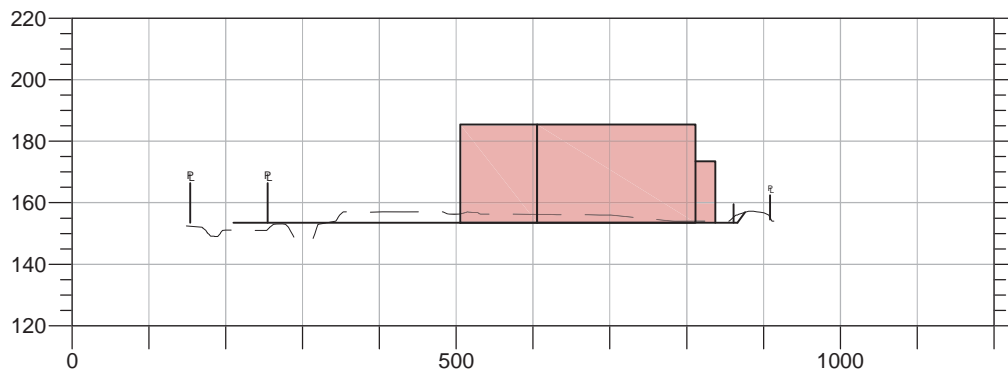
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CONSTRUCTION



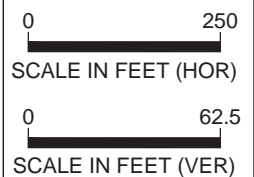
SECTION

A
FIGURE 1



SECTION

B
FIGURE 1



HUITT-ZOLLARS

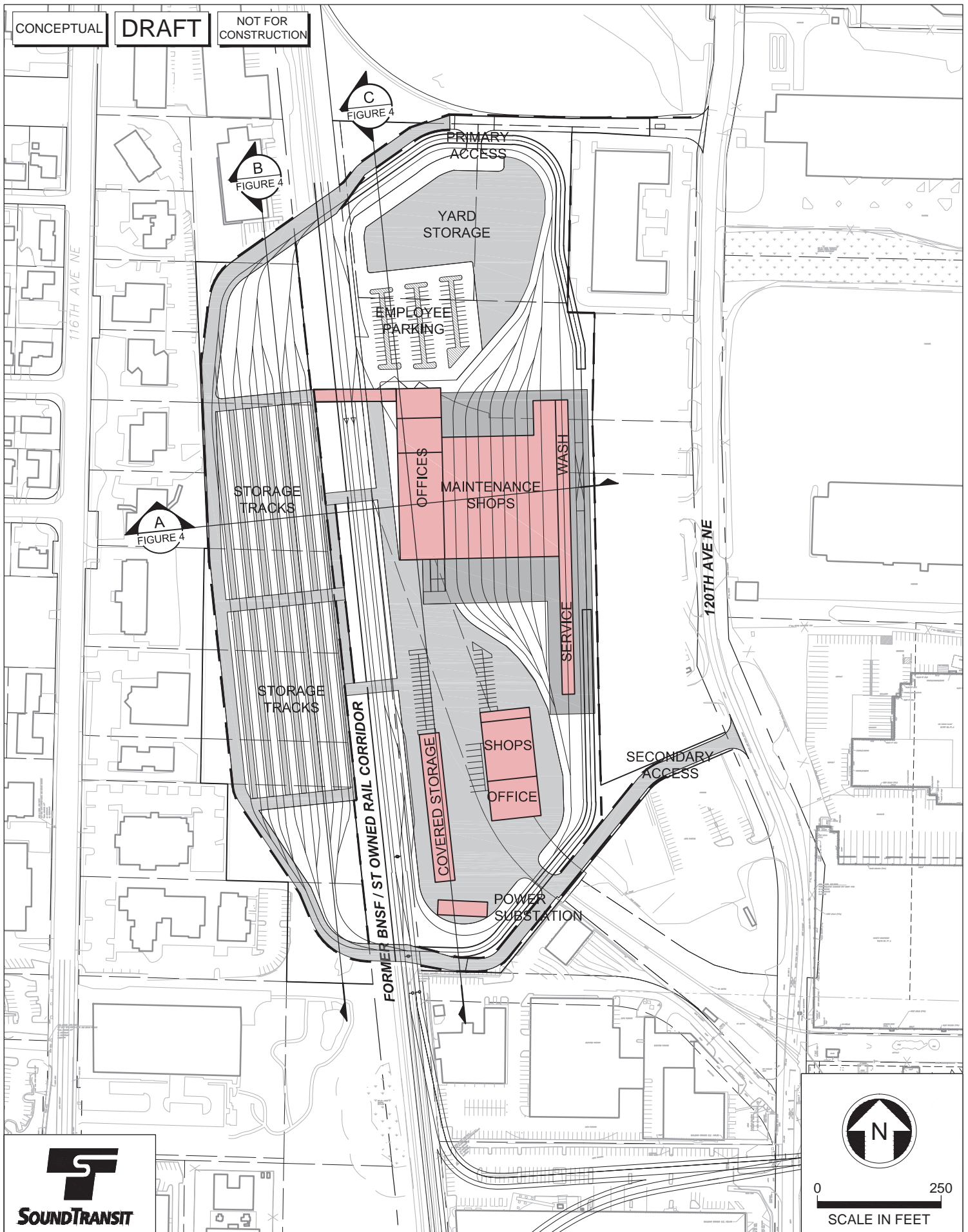
PREFERRED ALTERNATIVE (BNSF)
GRADING CROSS SECTIONS

FIGURE
2

CONCEPTUAL

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NOT FOR
CONSTRUCTION



HUITT-ZOLLARS

BNSF MODIFIED
SITE PLAN



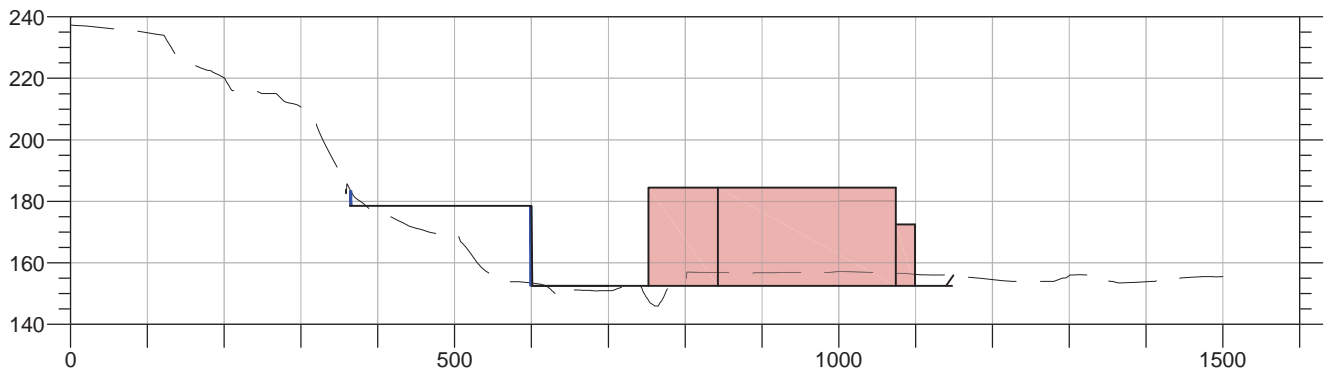
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SCALE IN FEET

FIGURE
3

CONCEPTUAL

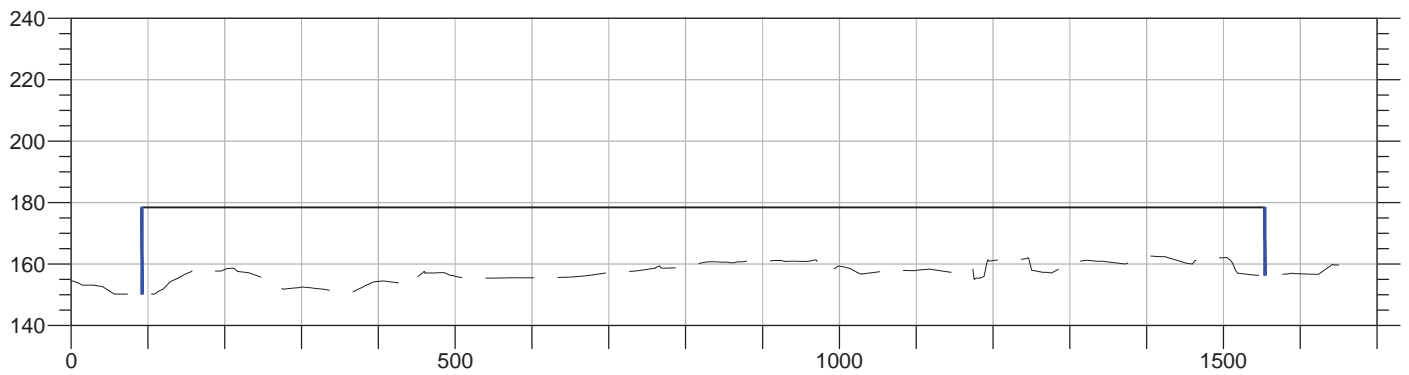
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CONSTRUCTION



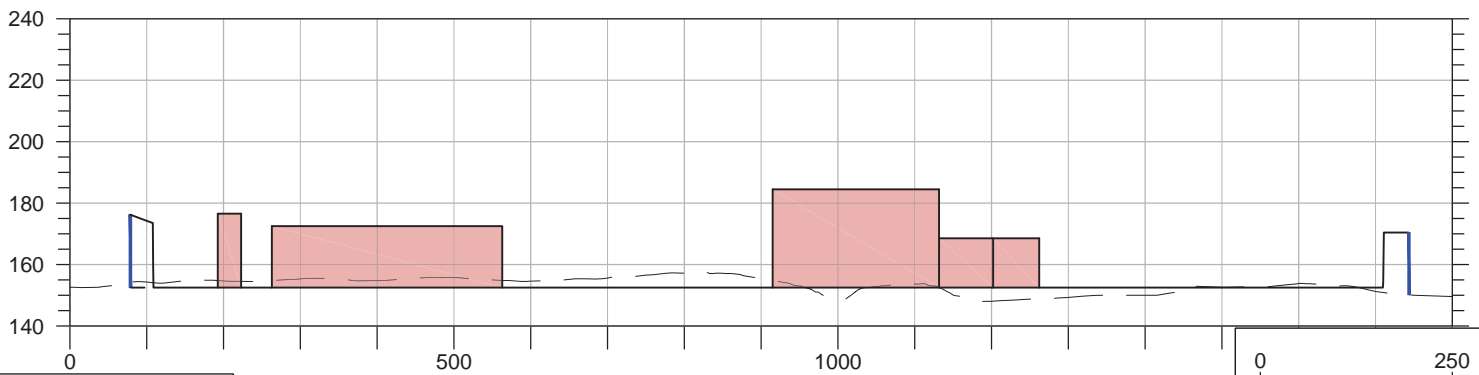
SECTION

A
FIGURE 3



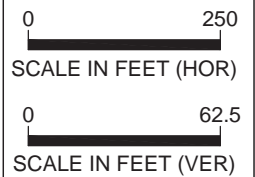
SECTION

B
FIGURE 3



SECTION

C
FIGURE 3



SCALE IN FEET (HOR)

SCALE IN FEET (VER)



HUITT-ZOLLARS

BNSF MODIFIED
GRADING CROSS SECTIONS

FIGURE
4

CONCEPTUAL

DRAFT

NOT FOR
CONSTRUCTION

Feb 19, 2015 - 4:37pm - User dbagley
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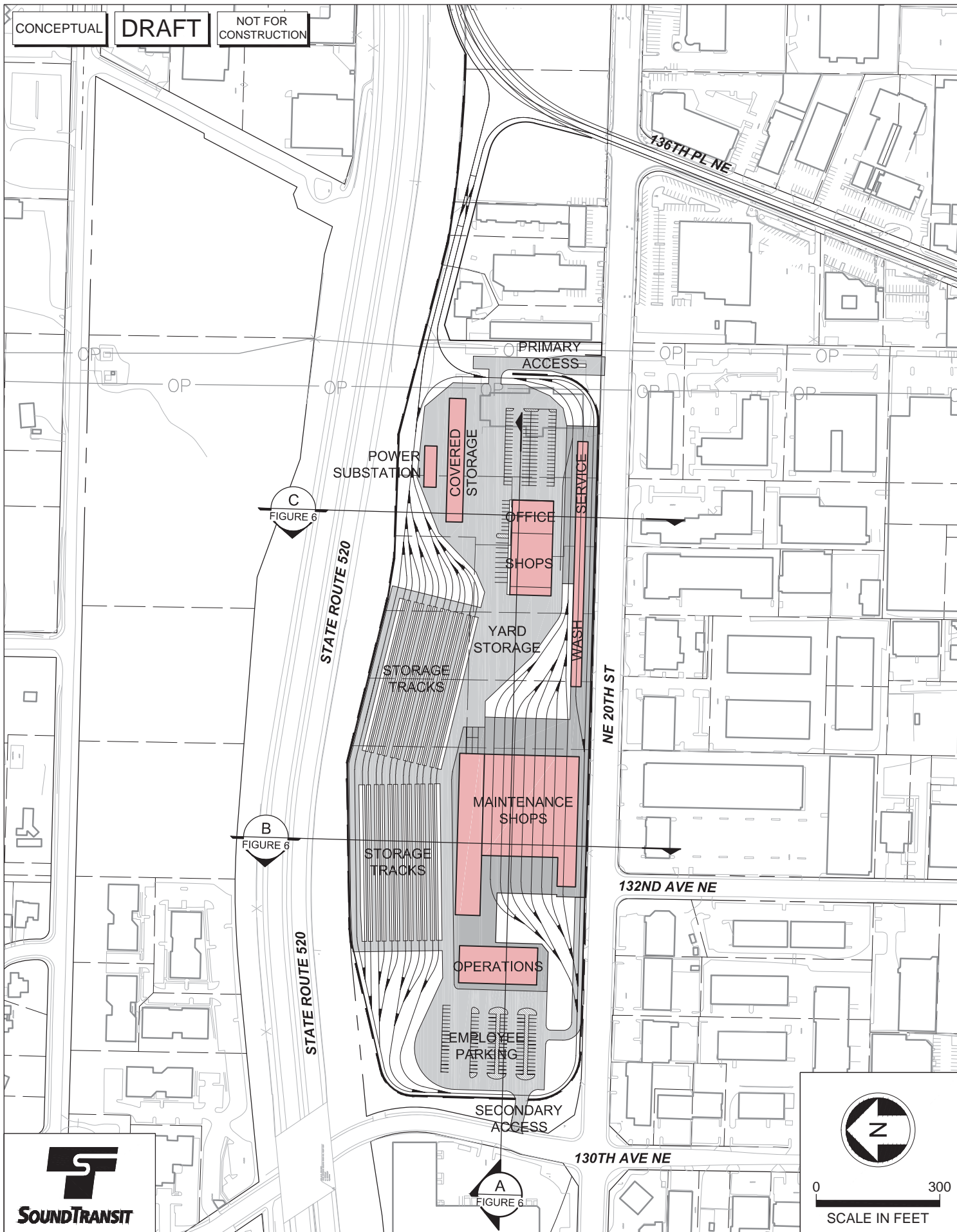
HUITT-ZOLLARS

SR520 SITE PLAN



0 300
SCALE IN FEET

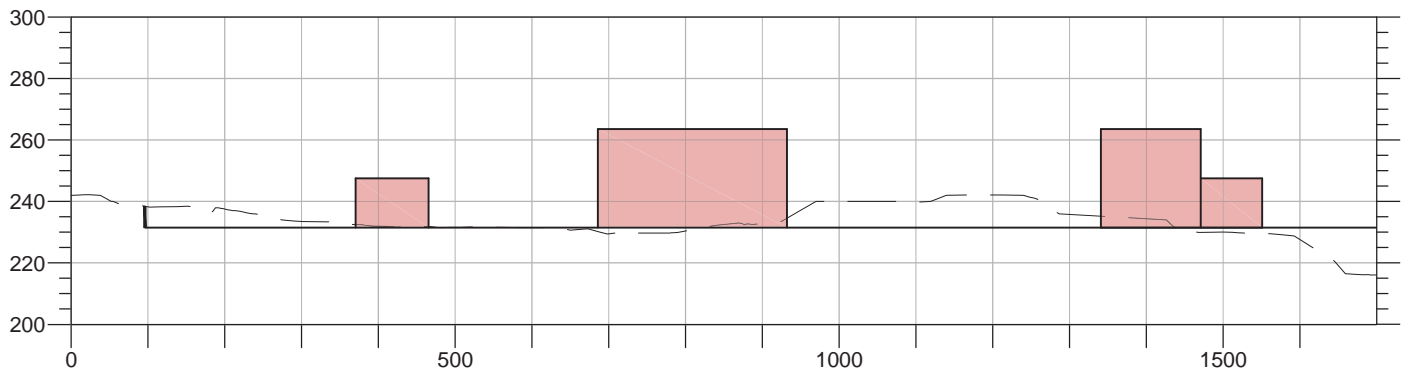
FIGURE
5



CONCEPTUAL

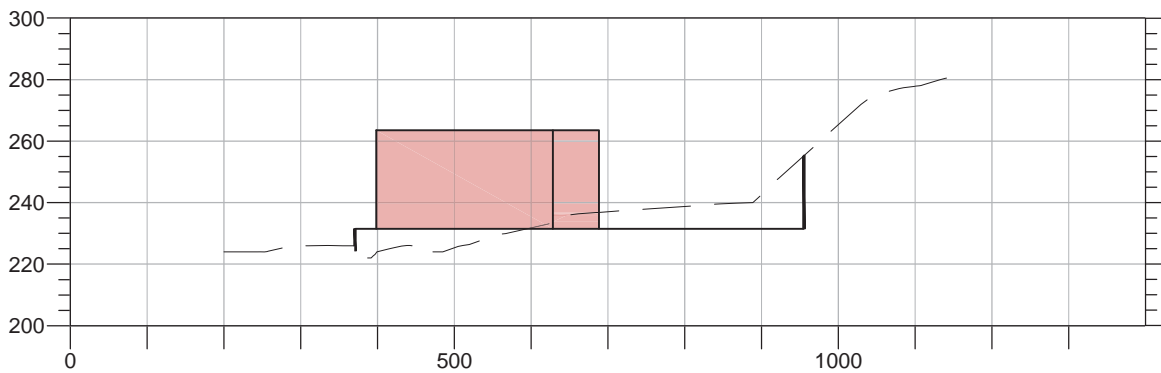
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NOT FOR
CONSTRUCTION



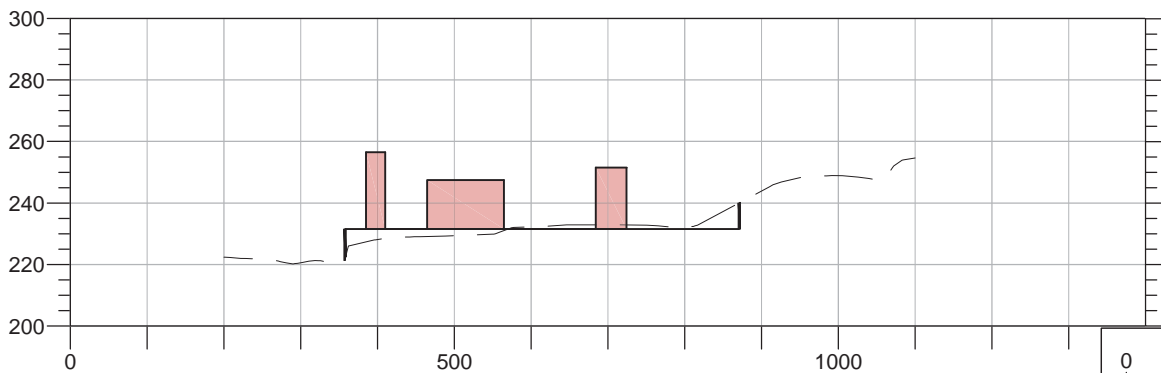
SECTION

A
FIGURE 5



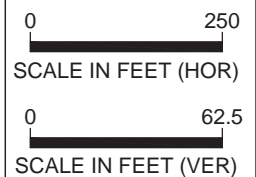
SECTION

B
FIGURE 5



SECTION

C
FIGURE 5



HUITT-ZOLLARS

SR520
GRADING CROSS SECTIONS

FIGURE
6

CONCEPTUAL

DRAFT

NOT FOR
CONSTRUCTION

SECONDARY
ACCESS

CEDAR VALLEY RD

YARD
STORAGE

B
FIGURE 8

COVERED
STORAGE

SHOPS

OFFICES

STORAGE
TRACKS

204TH ST SW

C
FIGURE 8

SERVICE
WASH

MAINTENANCE
SHOPS

OFFICES

STORAGE
TRACKS

POWER
SUBSTATION

EMPLOYEE
PARKING

PRIMARY
ACCESS

C3

52ND AVE W

INTERURBAN TRAIL

50TH AVE W

A
FIGURE 8



0 200
SCALE IN FEET



HUITT-ZOLLARS

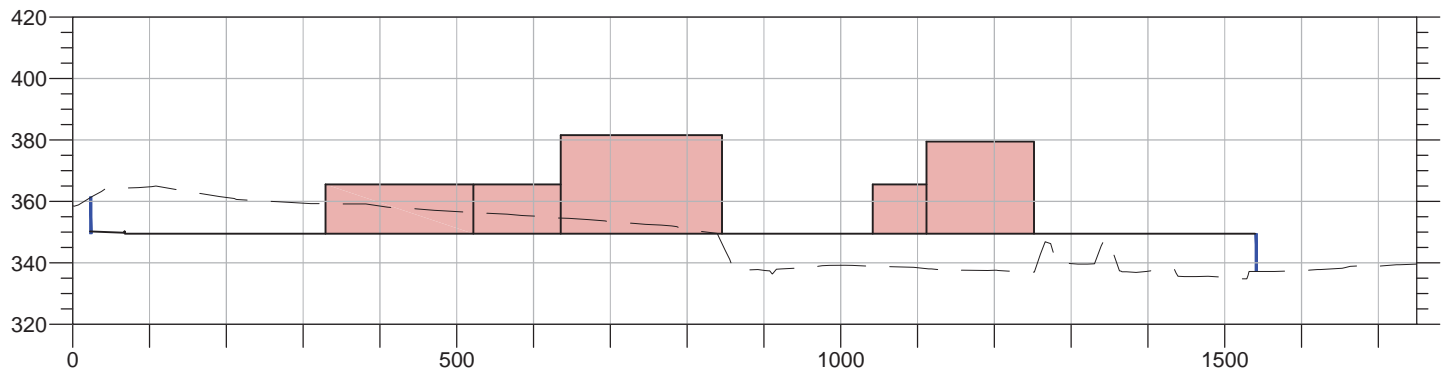
LYNNWOOD ALTERNATIVE
SITE PLAN

FIGURE
7

CONCEPTUAL

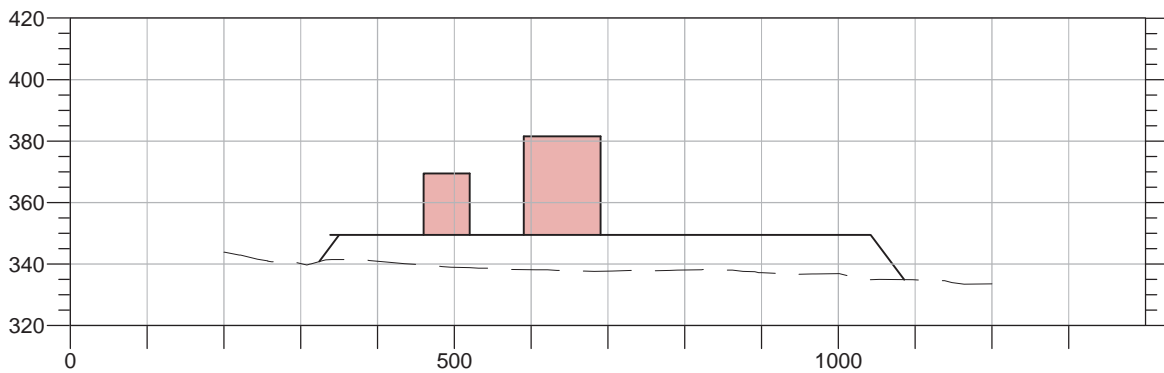
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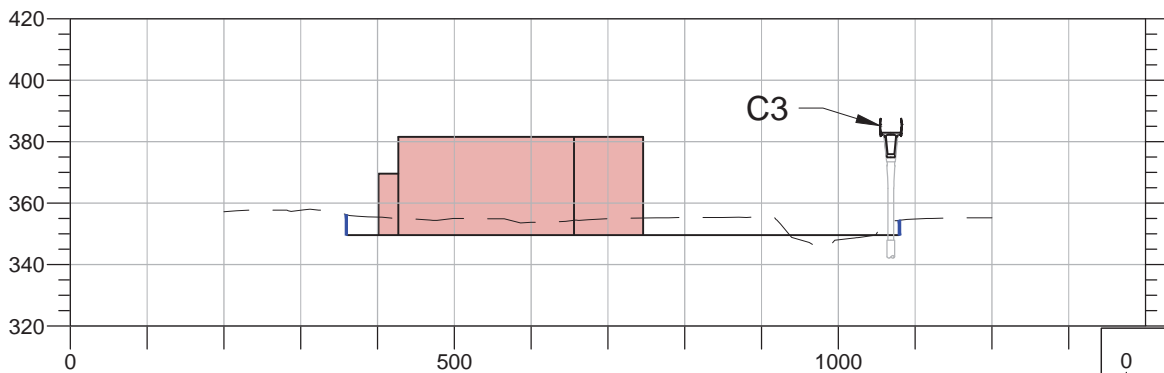
SECTION

A
FIGURE 7



SECTION

B
FIGURE 7



SECTION

C
FIGURE 7

0 250
SCALE IN FEET (HOR)

0 62.5
SCALE IN FEET (VER)



HUITT-ZOLLARS

LYNNWOOD ALTERNATIVE
GRADING CROSS SECTIONS

FIGURE
8

CONCEPTUAL

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NOT FOR
CONSTRUCTION

A
FIGURE 10

B
FIGURE 10

OFFICE AND
SUPPORT
BUILDING

PRIMARY
ACCESS

120TH AVE NE

DOCK
EMPLOYEE
PARKING
YARD
STORAGE

FORMER BNSF / ST OWNED RAIL CORRIDOR



HUITT-ZOLLARS

BNSF STORAGE TRACKS SITE PLAN



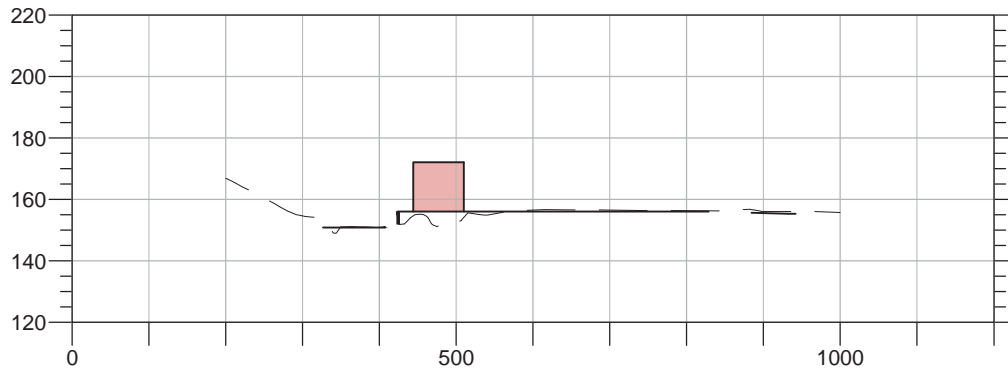
0 250
SCALE IN FEET

FIGURE
9

CONCEPTUAL

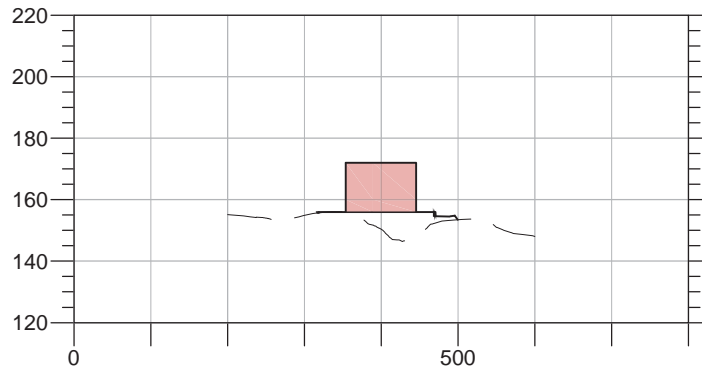
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NOT FOR
CONSTRUCTION



SECTION

A
FIGURE 9



SECTION

B
FIGURE 9



HUITT-ZOLLARS

BNSF STORAGE TRACKS
GRADING CROSS SECTIONS

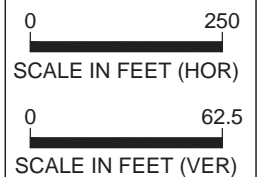


FIGURE
10

Appendix H

Mitigation Plan

Appendix H

Mitigation Plan

This mitigation plan describes the preliminary mitigation commitments for the Sound Transit Link Light Rail Operations and Maintenance Satellite Facility (OMSF) project (proposed project). The plan includes mitigation measures Sound Transit proposes to implement in order to avoid or minimize impacts from the preferred alternative identified in the Final Environmental Impact Statement (Final EIS). Many of the impacts identified throughout the EIS process have been mitigated through the incorporation of avoidance, minimization or improvement measures that are now included in the definition and design of the project. If the Sound Transit Board of Directors (Board) ultimately selects a build alternative other than the preferred alternative, this mitigation plan will be amended accordingly.

The mitigation measures described here are based on the potential mitigation measures identified in the Final EIS. Measures are discussed in terms of the impacts associated with constructing the OMSF and those associated with OMSF operations (long-term impacts). These mitigation measures are anticipated to be included as a part of the Federal Transit Administration's (FTA's) Record of Decision for the proposed project, and will be tracked via a monitoring program to ensure that the mitigation commitments are being met and addressed.

Table H-1. Mitigation Plan

Chapter/ Section	Resource	Period	Mitigation Description
3.1	Transportation	Construction and long term	No mitigation is required.
3.2	Acquisitions, Displacements, and Relocations	Long term	For property that is acquired for this project, Sound Transit will compensate affected property owners according to the provisions specified in Sound Transit's adopted <i>Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines</i> (Resolution #R98-20-1). Sound Transit will comply with the provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24, as amended), and the State of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26).
3.3	Land Use	Construction and long term	No mitigation is required.
3.4	Economics	Construction	Sound Transit will dedicate staff to work specifically with affected businesses during construction. Construction plans will be developed to address the needs of businesses and will include at least the following elements: <ul style="list-style-type: none"> • Provide a 24-hour construction telephone hotline. • Establish effective communications with the public through measures such as meetings and construction updates, alerts, and schedules. • Provide a community ombudsman.
3.5	Social Impacts, Community Facilities, and Neighborhoods	Construction and long term	No mitigation is required.
3.6	Visual and Aesthetic Resources	Construction	Nighttime construction lighting will be screened and directed downward toward work activities to minimize light spillover onto adjacent properties.
3.7	Air Quality and Greenhouse Gases	Long-term	No mitigation is required.

Chapter/ Section	Resource	Period	Mitigation Description
3.7	Air Quality and Greenhouse Gases	Construction	<p>Consistent with the Puget Sound Clean Air Agency requirements, Sound Transit will use the following BMPs, as necessary, to minimize construction-related PM 10, PM2.5, CO, and NOx:</p> <ul style="list-style-type: none"> • Spray exposed soil with a dust control agent, such as water, as necessary to reduce emissions of PM10 and the deposition of particulate matter. • Cover all transported loads of soil and wet materials before transport or provide adequate freeboard (i.e., space from the top of the material to the top of the truck) to reduce PM10 and the deposition of particulates during transport. • Provide wheel washes where necessary to reduce dust and mud that would be carried off-site by vehicles and decrease particulate matter on area roadways. • Remove the dust and mud that are deposited on paved, public roads. • Route and schedule high volumes of construction traffic, where practicable, to reduce additional congestion during peak travel periods and reduce CO, and NOX emissions. • Require appropriate emissions-control devices on all construction equipment powered by gasoline or diesel fuel to reduce CO and NOX emissions in vehicular exhaust. • Use well-maintained heavy equipment to reduce CO and NOX emissions, which may also reduce GHG emissions. • Cover, install mulch, or plant vegetation as soon as practicable after grading to reduce windblown particulate in the area. • Encourage contractors to employ emissions-reduction technologies and practices for both on-road and off-road equipment and vehicles (e.g., retrofit equipment with diesel control technology and/or use ultra-low sulfur diesel). • Implement idling restrictions for construction trucks. • Locate construction equipment and truck-staging zones away from sensitive receptors, as practicable, and in consideration of other factors such as noise and safety.
3.8	Noise	Construction	<p>Operation of construction equipment is exempt by the City of Bellevue Code from 7 a.m. to 6 p.m. on weekdays, and between 9 a.m. and 6 p.m. on Saturdays. Construction outside these hours or on Sundays or legal holidays must meet the City code or obtain the appropriate noise variance from the City of Bellevue.</p>

Chapter/ Section	Resource	Period	Mitigation Description
3.8	Noise	Construction	<p>Construction noise control mitigation will include the following measures, as necessary, to meet required noise limits:</p> <ul style="list-style-type: none"> • Use low-noise emission equipment. • Use broadband backup warning devices on vehicles. • Implement noise-deadening measures for truck loading and operations. • Conduct monitoring and maintenance of equipment to meet noise limits. • Use acoustic enclosures, shields, or shrouds for equipment and facilities. • Install high-grade engine exhaust silencers and engine-casing sound insulation. • Minimize the use of generators. • Prohibit impact pile driving during nighttime hours. • Use movable noise barriers at the source of the construction activity.
3.8	Vibration	Construction	<p>Sound Transit will coordinate with the Hospital prior to construction, to confirm the type and location of vibration sensitive equipment within the building. If necessary, Sound Transit will, in coordination with the Hospital, develop mitigation measures such as construction vibration monitoring with a notification system and coordination of the construction schedule with the hospital.</p>
3.8	Noise and Vibration	Long-Term	<p>The LRV wash area nighttime noise level is 5 dBA above the City code criteria of 60 dBA at the King County Transit Bus Maintenance Base property line. Sound Transit will reduce noise levels by either:</p> <ul style="list-style-type: none"> • Extending the length of the wash facility to enclose the blowers within the wash bays; or • Installing a noise barrier along the east side of the wash area. The noise barrier could be integrated into the wash building design. <p>The final noise mitigation solution will be determined during the final design process, after the building design and location of the blowers are finalized and additional information can be obtained from car wash manufacturers, who may be able to provide alternative-noise reducing measures for the blowers.</p> <p>No vibration mitigation is required.</p>
3.9	Ecosystems	Construction	<p>Sound Transit will comply with standard specifications, BMPs, and applicable federal, state, and local mitigation requirements during design, construction, and post construction activities.</p>

Chapter/ Section	Resource	Period	Mitigation Description
3.9	Ecosystems – vegetation and wildlife	Construction	Sound Transit will provide mitigation for unavoidable impacts on resources that are protected under local CAOs (e.g., streams, stream buffers, and fish and wildlife habitat/habitat for species of local importance) in accordance with the requirements of those ordinances as well as applicable state and federal law. Sound Transit would work with the City of Bellevue to define appropriate mitigation that is consistent with, and complementary to, local plans for ecosystem restoration.
3.9	Ecosystems	Construction	To comply with Migratory Bird Treaty Act regulations, Sound Transit will establish schedule restrictions for clearing activities. Contractors will schedule clearing activities outside the bird nesting period. If this is not feasible, Sound Transit will work with qualified staff at the U.S. Department of Agriculture to conduct preconstruction surveys. If old nests are present, they will be removed to prevent future use of those nests. If an active nest is found during construction, buffer zones may be established until the young birds fledge. If removing an active nest or other action is recommended, Sound Transit will consult with the U.S. Fish and Wildlife Service (USFWS) to perform such activities in accordance with USFWS procedures and appropriate permit conditions.
3.9	Ecosystems - wetlands	Long term	Sound Transit will implement additional measures to reduce impacts and will provide compensatory mitigation measures where impacts are unavoidable. Compensatory wetland mitigation will be conducted in accordance with applicable federal, state, and local requirements and guidelines. Mitigation actions may be conducted off-site and outside of the drainage subbasin if there are no reasonable onsite or drainage subbasin opportunities or the onsite or drainage subbasin opportunities do not have a high likelihood of success and if established watershed goals for water quality, flood or conveyance, habitat, or other wetland functions strongly justify the location of mitigation at another site. Specific compensatory mitigation sites for unavoidable impacts on wetlands will be determined during final design and project permitting. Currently identified opportunities include potential fish passage improvements within the Unnamed Tributary of Kelsey Creek; wetland and stream mitigation in conjunction with the City's plans for daylighting and restoring portions of Goff Creek downstream of the SR 520 Alternative site and upstream of Bel-Red Road; fish passage improvements as part of the City's vision for the Bel-Red corridor; and participation in the King County In-lieu fee program.
3.9	Ecosystems	Long term	Sound Transit will adhere to local ordinances regarding tree replacement ratios (e.g., replacement of significant trees per the Bellevue Municipal Code).

Chapter/ Section	Resource	Period	Mitigation Description
3.10	Water Resources	Construction	If cut or fill walls are used, Sound Transit will provide wall drainage systems to maintain the existing shallow groundwater flow patterns to the adjacent wetlands and streams, to help sustain wetland hydrology and support base flows in streams.
3.11	Energy	Construction and long term	No mitigation is required.
3.12	Geology and Soils	Construction and long term	No mitigation is required.
3.13	Hazardous Materials	Construction	Sound Transit will perform a level of environmental due diligence, appropriate to the size and past use of the property, at any properties in the study area before they are acquired. Phase 2 Environmental Site Assessments will be conducted where appropriate.
3.13	Hazardous Materials	Construction	Sound Transit will be responsible for the remediation of any known contaminated soil and groundwater, including that which would be previously unknown and found during construction.
3.14	Electromagnetic Fields	Construction and long term	No mitigation is required.
3.15	Public Services	Construction and long term	No mitigation is required.
3.16	Utilities	Construction and long term	No mitigation is required.
3.17	Historic and Archaeological Resources	Construction	No significant cultural resources were identified in the area of potential effects (APE). FTA and Sound Transit will implement an Inadvertent Discovery Plan (IDP) to address any previously unidentified archaeological resources that may be discovered during construction. In addition, to enhance the effectiveness of the IDP, cultural resources sensitivity training will be provided to any Sound Transit staff and their contractors prior to their participation in project-related ground-disturbing activities.
3.18	Parklands and Open Space	Construction and long term	No mitigation is required.